City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANING AND DEVELOPMENT

Application Number: 3008972

Applicant Name: Terry McCann of Blumen Consulting Group for University Village

Address of Proposal: 4500 25th Ave NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow three buildings in an environmentally critical area (University Village). Structures include 24,626 sq. ft. of restaurant, 81,880 sq. ft. of retail, and 713 structured and surface parking spaces. Project includes 17,900 cu. yds. of grading. Existing structure (Key Bank) and surface parking (369 stalls) to be demolished. Environmental impacts of project have been analyzed in the University Village Development Environmental Impact Statement (May 2010).

The following approvals are required:

Design Review pursuant to Chapter 23.41 Seattle Municipal Code, with Departures:

Development Standard Departure to allow a blank wall wider than 20' or 40% of wall width, between 2' and 8'of height (SMC 23.47A.008.A).

Development Standard Departure to allow less than 60% facade transparency between 2' and 8' of wall height (23.47A.008.B).

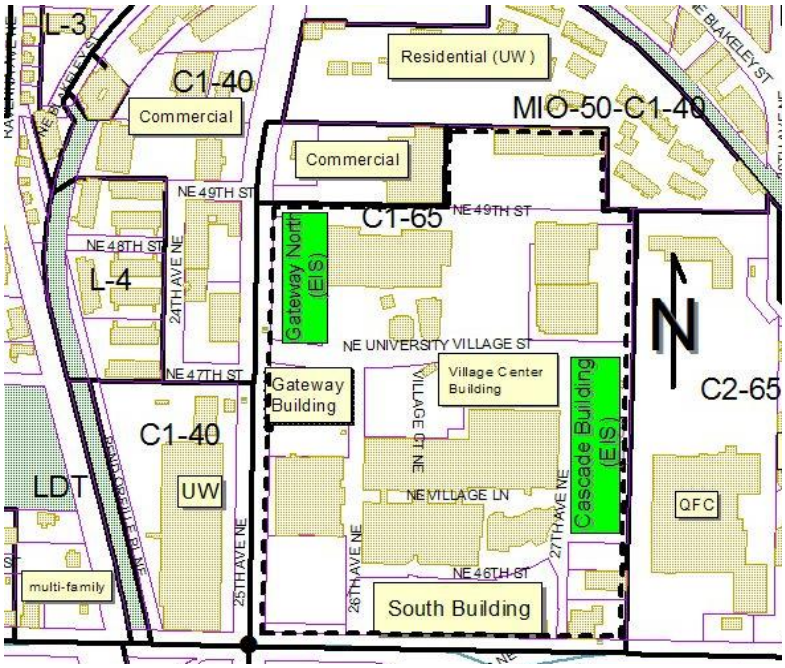
SEPA Adequacy of EIS - Chapter 25.05, Seattle Municipal Code (SMC).

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS

[ ] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

SITE & VICINITY



For illustrative purposes only

The approximately 981,000 square foot corner site of University Village is located on a number of parcels bound on the south by NE 45th St and on the west by 25th Ave NE. The site is occupied by several retail structures and one retail/parking structure that are separated by walkways, plazas, and surface parking areas. The heights of the structures range from one to six stories.

The site slopes slightly from the west to the south, and is zoned Commercial 1 with a 65' height limit (C1-65). This zoning continues to the northwest and west. More intensive Commercial 2 zoning with a 65' height limit is located to the east. Lower height commercial zoning regulated under the University of Washington Major Institution Overlay (MIO-50-C1-40) is located to the northeast and southwest. Multifamily Lowrise 1 zoning, also within the University of Washington Major Institution Overlay (MIO-37-L-1) is located to the south across NE 45th St.

Surrounding uses are a mix of commercial and residential. Commercial areas flank 25th Ave NE and NE 45th St near the site. Multifamily residential development is located just north of the site and up the hill to the west. Nearby single family residential development is located primarily to the east of the site on the other side of NE Blakely St. Open space is located to the south across NE 45th St.

Most of the nearby retail and single family structures are 1-2 stories tall. Newer multi-family residential structures are around 4 stories tall. The subject properties are located in a low spot between the hill to the west and the hill to the east. The NE 45th St viaduct rises from grade at the south property line up the hill to the west.

The area includes sidewalks and nearby transit stops. Bus stops are located on 25th Ave NE and NE 45th St. The NE 45th St bus stop near the site is accessed via a pedestrian path under the NE 45th St viaduct. Parking is predominantly in private surface parking lots, with some below grade and structured parking. There are no alleys adjacent to the site.

NE 45th St adjacent to the subject property includes a sidewalk that is interrupted by the NE 45th St viaduct and does not include any vegetated buffer. 25th Ave NE adjacent to the subject property includes a sidewalk with a small planting strip in the right-of-way, between the sidewalk and the traffic.

BACKGROUND DATA

The applicant submitted for design review in 2008. Three proposed structures and associated parking were reviewed through the design review process with an Early Design Guidance meeting on June 2, 2008 and a Design Recommendation meeting on October 20, 2008. Design review was completed for three new structures, as described in the Summary of Proposed Action at the beginning of this document.

Following the Design Recommendation meeting on October 20, 2008, an adjacent development proposal triggered the need for additional environmental review.

On January 15, 2009, DPD issued a Determination of Significance, requiring preparation of an Environmental Impact Statement (EIS). On February 24, 2009, an EIS Scoping meeting was held. On December 17, 2009, a Draft Environmental Impact Statement (DEIS) was issued, and on January 27, 2010, the DEIS Hearing was held.

On May 24, 2010, a Final EIS (FEIS) was issued, with a revised notice and modified issuance date on May 27, 2010. The revised notice and modified issuance date were necessary to update the project description.

PROJECT DESCRIPTION

The Design Review process included review of three buildings: **The South Building**, the **Village Gateway Building**, and the **Village Center Building**. The Master Use Permit is for development associated with these three buildings (described in the Summary of Proposed Action at the beginning of this document).

Building	Approx Height (ft)	Location on Site	Sq.ft. demolished	New Sq.ft. Retail	New Sq.ft. Restaurant	Parking Proposed	Parking Demolished	Net Parking Spaces
South (Bldg 1)	65	South property line	5,914	46,260	15,385	701	216	485
Village Center (Bldg 2)	60	Middle, near east property line	0	9,399	9,241	12	81	-69
Village Gateway (Bldg 3)	50	West property line	0	26,221	0	0	72	-72
Totals			5,914	81,880	24,626	713	369	344

The University Village Development Environmental Impact Statement (May 2010) analyzes the potential significant adverse impacts of these three buildings, as well as two additional buildings. The two future buildings are referred to in the EIS documents as the **Gateway North Building**, and the **Cascade Building**. All five buildings are identified on the vicinity map provided for illustrative purposes in the Site and Vicinity section of this document.

PUBLIC COMMENT

Public notice of a Master Use Permit application for the proposal was published on August 7, 2008 with an initial public comment period running to September 3, 2008. Public comment letters were received and public comment was taken at the two Design Review public meetings on June 2, 2008 and October 20, 2008.

As part of the preparation of an environmental impact statement, opportunities for public comment included a public scoping meeting held on February 24, 2009, and a public meeting to receive comment on the DEIS held on January 27, 2010. In addition, written comments were accepted throughout the period of DPD review of the application.

Detailed information on public comments can be found in the FEIS, and the records of each Design Review meeting are available in the MUP 3008972 file.

I. ANALYSIS – DESIGN REVIEW

Three proposed structures and associated parking were reviewed through the design review process. Additional structures were contemplated with the EIS (included above in the Project Description).

The South Building, the Village Gateway Building, and the Village Center Building have completed the Design Review process required under SMC 23.41. Design review completed for these three proposed structures is explained in detail below. Additional design review will not be required for the buildings as shown on the MUP plan sets.

The Gateway North Building and the Cascade Building described in the University Village Development EIS (May 2010), as well as any future development that exceeds design review thresholds, will be required to go through design review at the time of application for that development (SMC 23.41). The Design Review done for this application did not include review of the Gateway North or Cascade Buildings described in the EIS documents.

DESIGN GUIDELINE PRIORITIES: EARLY DESIGN GUIDANCE MEETING (June 2nd, 2008)

At the Early Design Guidance meeting held on June 2nd, 2008 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" and "Commercial Buildings and University Community Design Guidelines" of highest priority to this project:

A-1 Responding to Site Characteristics
A-2 Streetscape Compatibility
A-4 Human Activity
A-8 Parking and Vehicle Access
B-1 Height, Bulk, and Scale Compatibility
C-1 Architectural Context
C-2 Architectural Concept and Consistency

C-3 Human Scale
C-4 Exterior Finish Materials
C-5 Structured Parking Entrances
D-1 Pedestrian Open Spaces and Entrances
D-2 Blank Walls
D-3 Retaining Walls
D-5 Visual Impacts of Parking Structures
D-6 Screening of Dumpsters, Utilities, and Service Areas
D-7 Personal Safety and Security
D-9 Commercial Signage
D-10 Commercial Lighting
D-11 Commercial Transparency
E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
E-2 Landscaping to Enhance the Building and/or Site
E-3 Landscape Design to Address Special Site Conditions

The primary guidance from EDG included:

- Height, bulk and scale of the proposed The South Building (garage structure) is a major concern. Include methods to reduce mass, including stepped massing, deep modulation on the south façade, a break in the building, transparency, colors, materials, and landscaping.

- Pedestrian connections should strongly link to existing pedestrian pathways adjacent to the University Village site, especially the highly used pedestrian path below the NE 45th St viaduct and the sidewalks on 25th Ave NE.

    - Pedestrian connections should include a path through the proposed South Building, if at all possible. If it is not possible to provide this connection, the applicant will need to demonstrate strong reasons in support of not providing the connection.
    - The loading areas near The Village Gateway Building should not conflict with pedestrian circulation or plaza areas
    - All pedestrian areas should be treated for safety and perception of safety (especially adjacent to the south wall of The South Building)

- Open space should be functionally usable and connected to other well-used open space areas
- Architectural context should respond to newer nearby development
- The northwest and southwest corners of The Village Gateway Building (adjacent to 25th Ave NE) will be very visible from outside the site and should architecturally respond to this visibility
- Use quality finishes, especially on the south wall of The South Building (the parking garage)
- Examine the impacts of new shadows cast on significant open spaces within the site
- Provide information on proposed lighting, signage, and transparency
- Use landscaping to soften building mass, especially for The South Building

DESIGN REVIEW BOARD PRELIMINARY RECOMMENDATIONS SUMMARY (OCTOBER 20, 2008)

On July 29th, 2008, the applicant submitted for a Master Use Permit. On October 20th, 2008, the Northeast Design Review Board convened for a Final Design Recommendation meeting. Graphics and display boards presented for the Board members' consideration included color and material samples.

DESIGN PRESENTATION

Matt Haba with University Village, Michael Lee with Callison Architects and Kris Snider with Hewitt Architects presented the design changes made based on the Board's design guidance from EDG:

South Building:

- Vegetation and paving improvements in the public right of way below the 45th St viaduct to enhance the pedestrian environment adjacent to The South Building
- Lighting and low landscaping to improve visibility in walkway area
- Note: only 2% of pedestrians entering the University Village site enter from the access point under the viaduct south of The South Building
- Retaining existing mature trees in the public right of way adjacent to the north side of the NE 45th St viaduct
- New walkway to connect to existing pedestrian areas west and east of the building
- Terracing the upper eastern levels and notching the corners to reduce massing
- Variety of modulation, glazing, materials/colors, and landscaping to reduce massing to the appearance of three narrower masses
- Lush landscaping and native plants at the west elevation

The Village Center Building:

- Removal of the exterior stairs from the proposal (adjacent to the south side of the building)
- Creation of a Woonerf-style approach to the south side of the building adjacent to Barnes and Noble, for the purpose of pedestrian, auto, and service use
- Vehicle drop-off area adjacent to plaza instead of overlapped with plaza
- Shadows were examined in the plaza area and found that the plaza would receive sun most of the day except in the winter
- Modification to the upper levels of the building to create a second story outdoor dining area and a roof form intended to make the building stand out from other structures in U Village
- Addition of a hip roof to the upper floor for the appearance of a penthouse addition, and to make the building a focal point in the site

The Village Gateway Building (adjacent to main vehicle entry at 25th Ave NE):

- Modification of building location to make a larger plaza across from Starbucks and reduce the size of the upper plaza
- Reduction in the building height on the north and east facades, through removal of the third level of proposed office space from the proposal

- Significant architectural corner element with high degree of glazing on the north, west, and east facades
- Corner pulled back from the sidewalk at the 25th Ave NE vehicular entry to allow ADA accessibility, landscaping adjacent to the building and a transition in grade from sidewalk to building
- Wider stair approach to the upper levels
- Landscaping and water runnel by the stairs to connect upper and lower levels
- Create a green wall on the wall south of the stairs
- Relocation of the loading area to reduce conflict with pedestrian areas, with special paving at the point it crosses the walkway areas

Departure:

- There is now one departure request for The South Building, as described on page 10. The University Village site is across NE 45th St from a residentially zoned property owned by the University of Washington and currently used for outdoor recreation areas. Street level development standards apply due to this adjacent zoning.

PUBLIC COMMENT

Seven members of the public attended the Final Design Recommendation meeting. The following comments were offered:

- The south parking garage building design is as good as it can be in regards to the NE 45th St viaduct.
    - The applicant should make sure the pedestrian paths are clear and well-lit
    - Any clean-up under the viaduct would be positive
    - The garage will probably reduce congestion at the southwest vehicular entry, which is good
    - How many more stalls would be in this building, compared to the north parking garage?
        - Fewer stalls, but in a similar style
- The proposed Village Gateway Building close to 25th Ave NE is a good addition
- The reduction in surface parking at the site is a positive move
- Enhance the pedestrian environment in any way possible
- QFC will be developing an apartment complex at their site next door, with a possible increase in retail space. The applicants for this project should work with QFC to coordinate developments.
- University Village is a gathering space for the public as well as a shopping center, and these additions will help that identity

DESIGN GUIDELINES

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the three Design Review Board members came to the following conclusions on how the proposed design met the remaining identified design objectives from City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Buildings* and *Commercial Buildings* and *University Community Design Guidelines*.

A. Site Planning

A-1 <u>Responding to Site Characteristics</u>. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 <u>Streetscape Compatibility</u>. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

<u>Early Design Guidance</u>: *Proposed South Building is adjacent to the NE 45th St viaduct which includes a pedestrian path below. The height and mass of the South Building will have a significant visual effect on pedestrians and cars traveling up and down NE 45th St, and a significant circulation effect on pedestrians using the paths below the viaduct to access the bus stop and NE 45th St.*

Proposed South Building should include methods to improve the visual effect of the structure on the adjacent public right of way (see Hot Button 1), and the applicant should strive to improve pedestrian connectivity between the proposed development and the existing pedestrian connections near the viaduct (see Hot Button 2).

<u>Final design recommendation</u>: The applicant has worked to reduce the appearance of mass through articulation, reduction of mass at the building corners and sides, application of materials and colors, a vegetated wall, and landscaping.

The proposed development would be five stories tall as viewed from the south, with clear glazing at the ground level near the eastern edge of the south façade. The remainder of the façade would include some proposed glass block areas, landscaping, and lighting. The length of the façade, combined with the noise from the NE 45th St viaduct, the height of the viaduct increasing to the west, and the fact that pedestrians have to travel around the 400' foot long façade to access the University Village site led the Board and DPD to have concerns about pedestrian safety. The Board recommended that the applicant work to increase safety for pedestrians at the south façade of The South Building through techniques such as low landscaping, maximum lighting, widened walkway in some areas, increase building transparency, possible artwork on blank wall areas, call boxes, and increased safety at the pedestrian connection across the driveway at the west building facade. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Incorporate design techniques to maximize pedestrian safety on the south façade of The South Building, including human scale transparent windows along the south façade, widen the sidewalk to 8 feet in some locations, incorporate low landscaping, maximize pedestrian scaled lighting, add artwork on blank wall areas, and add safety call boxes.

Recommended condition: Include special paving, signage, and traffic calming at the pedestrian/vehicular crossing at the west garage entry.

A-4 <u>Human Activity</u>. New development should be sited and designed to encourage human activity on the street.

Early Design Guidance: *Comments reflect those found in Hot Button 1, A-1 and A-2 regarding pedestrian paths near the NE 45th St viaduct.*

Final design recommendation: Comments reflect those found in A-1 and A-2 regarding pedestrian paths near the NE 45th St viaduct. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Early Design Guidance: *The circulation around and through the proposed South Building should minimize pedestrian/vehicle conflicts, provide maximum pedestrian circulation, and minimize vehicle circulation conflicts. The Board specifically noted concerns with the pedestrian circulation connection to the walkway under the NE 45th St viaduct, and the potential for vehicle circulation conflicts near the southwest driveway and vehicle entry to the west side of the South Building.*

Final design recommendation: Comments reflect the discussion about the pedestrian connection across the driveway entrance at the west façade of The South Building, found in response to guidelines A-1 and A-2. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Early Design Guidance: *In addition to the comments reflect those found in Hot Button 1 and the response to guidelines A-1 and A-2, the Board noted that the proposed corners of the proposed South Building require further study. The building scale warrants a larger scale corner treatment at the northwest corner of the building, in order to match the scale of the rest of the building. The southwest corner of the building may be quite visible from both NE 45th St and 25th Ave NE and should be addressed in the proposed building design.*

The Village Gateway Building is also a concern on the north façade. The grade change and inclusion of parking inside the structure may result in blank walls adjacent to the sidewalk at the "gateway" to the site. The grade change also translates to a tall façade at the north side of the building. The proposed design should include maximum transparency adjacent to the sidewalk at the north and west facades, and include articulation and modulation to reduce the height and scale of the north façade.

Final design recommendation: The applicant modified and developed the corners of The South Building to include stepped back upper levels, a two-story base façade expression, upper terraced planters, and significant architectural corner elements. The Board felt that the corner design response for The South Building satisfied this guideline.

The modifications to The Village Gateway Building adjacent to 25th Ave NE were also positively received by the Board. The reduction of the upper office level greatly reduced the façade height. The proposed storefront facing 25th Ave NE and the north façade includes a high degree of transparency. The corner element creates a graceful visual transition between the north and west facades. The Board felt the proposed design for The Village Gateway Building satisfied this guideline.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University Community Guideline #1 (augmenting C-1). Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.

University Community Guideline #2 (augmenting C-1). For areas within Ravenna Urban Village, particularly along 25th Avenue E, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.

University Community Guideline #3 (augmenting C-1). On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

Early Design Guidance: *The site is located in a Mixed Use Corridor (25th Ave NE) and within the Ravenna Urban Center Village. In addition to the comments found in Hot Button 1, the responses to A-1, A-2, and B-1, the applicant should demonstrate how the proposed design meets these guidelines for architectural context.*

The proposed buildings should respond to newer architectural context within the area where the façade faces the public right of way (ex. The west façade of The Village Gateway Building and the west and south facades of The South Building). The Board mentioned newer residential and commercial development on 25th Ave NE, north of the site, as positive examples of newer architectural context.

Final design recommendation: The Board felt that the proposed façade treatments for The South Building and The Village Gateway Building were in context with both University Village development and the surrounding newer development. The proposal satisfies this guideline.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Early Design Guidance: *Proposed South Building is a large structure and it will be a challenge to create a building design that responds to neighborhood context, reduces bulk and scale, and results in a unified building form and concept. The applicant should demonstrate how the proposed development meets this guideline at the MUP stage (also see comments from Hot Button 1, A-1, A-2, B-1, and C-1).*

The proposed Village Gateway Building would face 25th Ave NE and the southwest corner would be visually prominent because the adjacent development is set back far from the street. The proposed design of The Village Gateway Building should include attention to both the northwest and southwest corners of the building.

Final design recommendation: The Board felt that the proposed massing reduction techniques and façade treatments responded to neighborhood context, reduced bulk and scale, included appropriate corner treatments, and resulted in unified building forms and concepts. The proposal satisfies this guideline.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Early Design Guidance: *Comments reflect those found in Hot Button 1, A-1, A-2, B-1, and C-1.*

Final design recommendation: The Board recommended that the south façade of The South Building include modifications to achieve human scale at the ground level adjacent to the walkway. This includes fenestration, lighting, artwork, and other treatments that respond to the human scale of pedestrians on that path. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

University Community Guideline #1 (augmenting C-4). New buildings should emphasize durable, attractive, and well-detailed finish materials, including:

- **Brick (especially appropriate)**
- **Concrete (if it features architecturally treated texture or color, other refined detailing, and/or complementary materials)**
- **Cast stone, natural stone, tile**
- **Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate. Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure. Overhangs and protective trim are encouraged to increase weather resistance**
- **Art tile or other decorative wall details**
- **Wood, especially appropriate for residential structures**

University Community Guideline #2 (augmenting C-4). Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

University Community Guideline #3 (augmenting C-4). The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character:

- **Masonry units. If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete or concrete block construction should be architecturally treated in one or more of the following ways:**
    - **Use of textured blocks with surfaces such as split face or grooved**
    - **Use of colored mortar**
    - **Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks**
    - **Treated to avoid the gray "weeping" effect of wet concrete masonry**
    - **Provided with substantial wood or metal trellis and maintained vine planting such as flowering hydrangea vine, or other non-pest vine.**
- **Metal siding. If metal siding is used as a siding material over more than 25% of a building's façade, the metal siding should have a matted finish in a neutral or earth tone, such as buff, gray, beige, tan, cream, white, or a dulled color such as barn-red, bluegray, burgundy, or ocher. If metal siding is used over 25% of the building façade, then the building design should include visible window and door trim painted or finished in a complementary color and corner and edge trim that covers exposed edges of the sheet metal panels.**
- **Wood siding and shingles except on upper stories or on smaller-scale residential projects.**
- **Vinyl siding.**
- **Sprayed-on finish with large aggregate.**
- **Mirrored glass. This is especially inappropriate when glare could be a potential problem.**

University Community Guideline #4 (augmenting C-4). Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

University Community Guideline #6 (augmenting C-4). Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

Early Design Guidance: *The Board noted that it will be important to include a variety of quality materials and finishes, especially to reduce the scale of The South Building. The applicant should also demonstrate that the south wall of The Village Center Building would include quality finishes and would not represent a blank wall.*

Final design recommendation: The Board appreciated the variety of colors and materials on all buildings, and noted the proposed change to storefront and Woonerf at the south side of The Village Center Building. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Applicant should provide to the Land Use Planner either the material and color boards presented at the Design Recommendation meeting, or provide photos of the material and color boards along with manufacturer information (material, style, color reference number) for each material and color.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Early Design Guidance: *Comments reflect those in response to guidelines A-1 and A-2.*

Final design recommendation: Comments reflect those found in response to guidelines A-1 and A-2. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

University Community Guideline #1 (augmenting D-1). On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.

Pedestrian-oriented open spaces should meet the objectives below as well as the Citywide Design Guidelines. Required open space may be reduced up to 50% if a substantial amount of the street-level open space (on the order of at least 200 square feet), meets the following objectives:

- **Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.**
- **Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.**
- **Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.**
- **Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian oriented uses.**
- **Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.**

Early Design Guidance: *The proposed development is located on a Mixed-Use Corridor (25th Ave NE).*

The proposed Village Center Building would be located north of an existing taller building. The applicant should demonstrate how the proposed open space at the terraced steps would be affected by the shadows cast from the existing building. Consider providing a connection from the top of the steps to the existing building to the south, in order to provide better connectivity and destinations at both the top and bottom of the stairs.

The courtyard at the bottom of the stairs would be normally occupied by parking, as currently proposed. The Board noted that in the overall scheme of University Village, the number of parking spaces provided in this area is negligible. Some part of the area may work well as a 'drop-off' circulation or valet temporary parking, but the parking spots would be better used as dedicated plaza area.

The proposed Village Gateway Building includes a proposed plaza facing 25th Ave NE and another at the interior of the site facing east.

The Board noted that due to the existing use patterns of the site, the plaza at the interior of the site should be larger and more pedestrian-oriented. The proximity to the plaza across the internal street to the east (near Starbucks) will result in more consolidated usable open space for the site.

The applicant should clearly demonstrate how the proposed loading and vehicle access at The Village Gateway Building will not conflict with the pedestrian oriented open space, and how the open space will have clear pedestrian connections to existing sidewalks and stairways nearby.

The plaza on the 25th Ave façade could be smaller, and should include landscape and other means to buffer users from the traffic noise of 25th Ave NE. A street wall of retail would be a positive addition to that street front where many of the commercial storefronts are set back far from the sidewalk and not easily accessible to pedestrians.

Final design recommendation: The proposed Village Center Building was modified by the applicant to include a plaza at the west façade instead of open steps at the south façade. This modification allowed maximum sun to the plaza and avoided significant shadowing by the existing building to the south. The plaza was also modified to exclude parking or vehicular access, and a water feature was proposed for the north end of the plaza. The Board responded positively to these modifications.

The proposed Village Gateway Building was modified to reduce the size of the upper plaza and increase the size of the lower plaza across from Starbucks. The two plazas would be connected by a wider set of stairs with vegetation and a water runnel. The loading area would be accessed away from the lower plaza, crossing a walkway instead of the plaza area. The Board agreed with these modifications and noted that the revised plan will create very good pedestrian connectivity and maximize the plaza opportunities at this site. The proposal satisfies this guideline.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Early Design Guidance: *In addition to the comments regarding The South Building in Hot Button 1, the applicant should also demonstrate how the other two proposed buildings meet this guideline. Areas of concern include the south wall of the staircase at The Village Center Building and the west and north facades of The Village Gateway Building. Potential methods to mitigate blank walls include modulation, articulation, colors and material applications, and vegetation.*

Final design recommendation: Comments reflect those found in response to guidelines A-1, A-2, and B-1. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

Early Design Guidance: *If any retaining walls are proposed, the applicant should demonstrate how the proposed design meets this guideline.*

Final design recommendation: The applicant modified the area between The Village Center Building and the sidewalk and walkway areas near 25th Ave NE. Any retaining walls will be minimal and coordinated with landscaped areas. The proposal satisfies this guideline.

D-5 **Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

University Community Guideline #1 (augmenting D-5). The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below grade parking is the next best solution for parking.

Early Design Guidance: *The applicant proposes to include retail at the ground floor of The South Building and The Village Gateway Building, the two proposed structures that include structured parking. Comments reflect those found in Hot Button 1, A-1, A-2, and D-2.*

Final design recommendation: Comments reflect those found in response to guidelines A-1, A-2, and D-1. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

D-6 **Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

Early Design Guidance: *The applicant has noted that service areas would be located on the east façade of each building. The applicant should demonstrate how those areas meet this guideline.*

Final design recommendation: The applicant modified the service areas to be inside the parking areas. They noted that trash pickup and deliveries are performed early in the morning, before University Village is open for business. The proposal satisfies this guideline.

D-7 **Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

Early Design Guidance: *Comments reflect those found in Hot Buttons 1 and 2 regarding connections to the pedestrian paths under the NE 45th St viaduct. The existing paths are already dark and somewhat enclosed by the NE 45th St viaduct. The paths would be further walled in and made darker by the proposed 6-story structure adjacent to the north side of the viaduct.*

Proposed South Building design should include techniques to enhance safety and security in this area through methods such as storefront windows on the south façade, enhancing pedestrian connections between the site and that path, lighting, and visual connections through the building.

Final design recommendation: Comments reflect those found in response to guidelines A-1 and A-2. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

University Community Guideline Signage Guideline #1 (augmenting C-4, but pertains to D-9). The following sign types are encouraged, particularly along Mixed Use Corridors:

- **Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians**
- **Marquee signs and signs on pedestrian canopies**
- **Neon signs**
- **Carefully executed window signs, such as etched glass or hand painted signs**
- **Small signs on awnings or canopies**

University Community Guideline Signage Guideline #2 (augmenting C-4, but pertains to D-9). Post mounted signs are discouraged.

University Community Guideline Signage Guideline #3 (augmenting C-4, but pertains to D-9). The location and installation of signage should be integrated with the building's architecture.

University Community Guideline Signage Guideline #4 (augmenting C-4, but pertains to D-9). Monument signs should be integrated into the development, such as on a screen wall.

Early Design Guidance: *The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.*

Final design recommendation: The applicant explained that there would be no signage on the south wall of The South Building, with the exception of a sign noting the garage entry near the west façade. Any other signage would be reviewed by University Village to be consistent with other signage in the Village. The applicant provided pictures demonstrating examples of such signage. The proposal satisfies this guideline.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

University Community Guideline #7 (augmenting C-4 but pertains to D-10). Light standards should be compatible with other site design and building elements.

Early Design Guidance: *The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.*

Final design recommendation: The applicant provided a lighting plan and photos of proposed light fixtures. Additional lighting should be incorporated at the south façade of The South Building to maximize pedestrian safety, as discussed in response to guidelines A-1 and A-2. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

Recommended condition: All lighting within the parking areas for The South Building should be fully shielded, as viewed from outside the building from the viewpoint of pedestrians and drivers on adjacent walkways and streets.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Early Design Guidance: *The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.*

Final design recommendation: The Board noted appreciation for the proposed transparency facing 25th Ave NE, but noted that additional transparency at a human scale should be incorporated on the south façade of The South Building, adjacent to the walkway that is mostly in the public right of way for NE 45th St. The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Condition reflects recommended conditions in response to A-1 and A-2.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Early Design Guidance: *The applicant has noted that large amounts of landscaping would be provided at the street level and on the buildings. The landscaping at the property edges should respond to neighborhood context.*

Final design recommendation: The proposed landscaping includes a variety of plant types, including native plants. The applicant's landscape architect is working with the Center for Urban Horticulture to develop a plant palette appropriate to this site. The proposal satisfies this guideline.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Early Design Guidance: *The applicant has noted the intent to provide landscaping to soften the proposed buildings and reduce the scale of The South Building as viewed from the side and above. The proposed landscape plans should demonstrate how the proposal meets these guidelines.*

Final design recommendation: The applicant proposes to retain the existing trees in the public right of way adjacent to the NE 45th St viaduct. The Board noted that if these trees should be damaged during construction, they should be replaced with mature large trees that provide a similar canopy to the existing trees.

The roof of The South Building would include open parking areas. These areas would likely be visible from above, as viewed from the upper areas of NE 45th St or the residential units at the top of the hill. The applicant should either provide landscaping and/or trellises to visually break up this open parking area, OR demonstrate to the Land Use Planner that the parking area would not be visible from either NE 45th St or the residents on the hill above the site.

The proposal satisfies this guideline, subject to the conditions listed below.

Recommended condition: Retain the existing trees in the NE 45th St public right of way, or replace with similar trees (size at installation should be approximately the same as existing trees).

Recommended condition: Either provide landscaping and/or trellises to visually break up the open parking area on the top floor of The South Building, OR demonstrate to the Land Use Planner that the parking area would not be visible from either NE 45th St or the residents on the hill above the site.

RECOMMENDATION AND CONDITIONS

The recommendations summarized below were based on the recommendation packet date stamped October 15th, 2008 and materials presented at the October 20th, 2008 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plan set and other drawings from the October 15th, 2008 and materials presented at the October 20th, 2008 meeting.

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed above). The Board recommends the following CONDITIONS for the project. (Authority referred to via letter and number in parenthesis):

1. Incorporate design techniques to maximize pedestrian safety on the south façade of The South Building, including human scale transparent windows along the south façade, widen the sidewalk to 8 feet in some locations, incorporate low landscaping, maximize pedestrian scaled lighting, add artwork on blank wall areas, and add safety call boxes. The proposed modifications should be reviewed and approved by the Land Use Planner **prior to publishing** of a Master Use Permit decision. (A-1, A-2, A-4, A-8, C-3, D-2, D-5, D-7, D-10, D-11)

2. Include special paving, signage, and traffic calming at the pedestrian/vehicular crossing at the west garage entry. The proposed modifications should be reviewed and approved by the Land Use Planner **prior to publishing** of a Master Use Permit decision. (A-1, A-2, A-4, A-8, C-5, D-7)

3. The applicant should provide either the material and color boards presented at the Design Recommendation meeting, or provide photos of the material and color boards along with manufacturer information (material, style, color reference number) for each material and color. The proposed color palette should be reviewed and approved by the Land Use Planner **prior to publishing** of a Master Use Permit decision. (C-4)

4. All lighting within the parking areas for The South Building should be fully shielded, as viewed from outside the building from the viewpoint of pedestrians and drivers on adjacent walkways and streets. The applicant should note this on the plan set **prior to issuance** of a Master Use Permit. (D-10)

5. Retain the existing trees in the NE 45th St public right of way, or replace with similar trees (size at installation should be approximately the same as existing trees). The applicant should note this on the plan set **prior to issuance** of a Master Use Permit. (E-2, E-3)

6. Either provide landscaping and/or trellises to visually break up the open parking area on the top floor of The South Building, OR demonstrate to the Land Use Planner that the parking area would not be visible from either NE 45th St or the residents on the hill above the site. This information should be reviewed and approved by the Land Use Planner **prior to publishing** of a Master Use Permit decision. (E-2, E-3)

RESPONSE TO DESIGN REVIEW BOARD RECOMMENDED CONDITIONS:

1. The applicant modified the proposed south façade of The South Building, including transparent windows, widening the sidewalk to 8 feet in some locations, incorporating low landscaping, including wall sconce lighting, an emergency call box, and decorative panels with a mix of materials and colors. (A-1, A-2, A-4, A-8, C-3, D-2, D-5, D-7, D-10, D-11). This condition is satisfied, consistent with the details shown on the MUP plan set.

2. The applicant modified the proposed pedestrian crossing at the west vehicular entry of the South Building to include special paving, a raised crosswalk, and signage. (A-1, A-2, A-4, A-8, C-5, D-7) This condition is satisfied, consistent with the details shown on the MUP plan set.

3. The applicant has provided photos of the material and color boards along with manufacturer information (material, style, color reference number) for each material and color (C-4). This condition is satisfied, consistent with the details shown on the MUP plan set.

4. The applicant has included a note on the plan sets, "All lighting within the parking areas for Building 1 will be fully shielded, as viewed from outside the building from the viewpoint of pedestrians and drivers on adjacent walkways and streets" (D-10). This condition is satisfied, consistent with the details shown on the MUP plan set.

5. A has been included on the MUP plan sets, "'Retain the existing trees in the NE 45th St public right-of-way, or replace with similar trees (size at installation should be approximately the same as existing trees or as coordinated and approved by SDOT and DPD Land Use Planner)" (E-2, E-3). This condition is satisfied, consistent with the details shown on the MUP plan set.

6. The applicant demonstrated that the proposed landscaping at the west side of the parking and a trellis at the west edge of the mechanical equipment at the 6th story, most of the rooftop parking areas wouldn't be visible from to residents or NE 45th St, as viewed from the west. (E-2, E-3) This condition is satisfied, consistent with the details shown on the MUP plan set.

Development Standard Departures

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
Street level development standards for commercial zones across the street from residential zones (Lowrise zoning to the south on the University of Washington property) **SMC 23.47A.008.A**	The south wall of The South Building may not have more than 20' or 40% width of blank wall between 2' and 8' of wall height;	The south wall of The South Building would have 211' width of blank wall between 2' and 8' of wall height;	The residential zoning located across NE 45th St is University of Washington land used as open recreation area. The property is separated from this zone by the NE 45th St viaduct and most of the pedestrian walkway would not be visible from the public street. The proposed design includes landscaping, lighting, and pedestrian amenities. The building façade includes articulation, modulation, landscaping and a variety of colors and materials to improve the appearance as viewed from NE 45th St.	Recommended approval by 4 Board members, subject to the conditions listed above.

Street level development standards for commercial zones across the street from residential zones 23.47A.008.B	The south wall of The South Building must have at least 60% transparency between 2' and 8' of wall height	The south wall of The South Building would have 8.8% transparency between 2' and 8' of wall height	Same as above	Recommended approval by 4 Board members, subject to the conditions listed above.

The proposed design and Development Standard Departures are **CONDITIONALLY APPROVED**.

II. ANALYSIS – SEPA

A. Introduction

The initial disclosure of the potential impacts from this project was made in the draft and final supplemental environmental impact statements dated December 2009 and May 2010, respectively ("DEIS" and "FEIS"). The information in the DEIS, the FEIS, supplemental information provided by the applicant (plans, parking analysis), comments from members of the community, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

Potential significant adverse parking and transportation impacts were found, as noted in the DPD Determination of Significance dated January 15, 2009.

During the public comment periods, DPD received a total of seven written comments from members of the public and affected agencies. In addition, 4 individuals provided oral comments at the hearing. DPD published a Final EIS on May 24, 2010, with a revised notice and publishing date on May 27, 2010 to correct the noticed project description. The FEIS included additional information on the project as well as responses to the comment letters.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

> "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations)."

Under certain limitations/circumstances (SMC 25.05.665 D 1-7), mitigation can be considered. Thus, a more detailed discussion of some of the impacts is cited below.

Short-term Impacts

Anticipated short-term impacts that could occur during demolition excavation and construction include; increased noise from construction/demolition activities and equipment; decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and

potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Many are mitigated or partially mitigated by compliance with existing codes and ordinances; specifically these are: Stormwater Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). The Department finds, however, that certain construction-related impacts may not be adequately mitigated by existing ordinances. Further discussion is set forth below.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition of the Key Bank structure and surface parking areas. Compliance with these requirements will sufficiently mitigate impacts to air quality of demolition. While the construction and demolition impacts to air quality are adverse, they are not expected to be significant.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these construction emissions impacts are adverse, they are not expected to be significant.

Traffic and parking impacts expected during the construction period are discussed in Section 3 of the Draft EIS (pages 3-76 to 3-77). Construction is expected to be phased over several years. Construction activity is anticipated to occur in approximately the following timeline:

- South Building construction 2011-2012
- Village Gateway Building construction 2012-2013
- Village Center Building construction 2013-2014
- Gateway North Building construction 2014-2015
- Cascade Building construction 2016-2017

The number of parking spaces needed during construction for all uses on site could peak at approximately 2,134, during construction of the Cascade Building. At that time, it is anticipated that the parking supply would include 2,125 spaces, for a deficit of nine parking spaces. While these construction parking impacts are adverse, they are not expected to be significant.

Construction of the proposed project will generate truck and vehicular traffic associated with excavation and associated earthwork and the delivery of materials. Pursuant to Construction Related SEPA policy authority the project will be required to create and follow a Construction Transportation Management Plan to reduce construction-related impacts. The specific elements of this plan will include the following:

- Document the expected extent of street, bicycle lane, and sidewalk or pedestrian path closures during construction, limiting them as much as possible;
- Identify construction haul routes;
- Limit truck trips to and from the site to avoid the peak hours of adjacent street traffic, specifically 6 – 9 AM and 4 – 7 PM on weekdays;
- Document any proposed bus stop relocations;
- Indicate likely locations of construction worker parking.

Earth/Soils

The construction plans, including shoring of excavations as needed and erosion control techniques, will receive separate review by DPD. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 33-2006 and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized. Given the existing codes and ordinances, no additional conditioning for geotechnical review is warranted pursuant to SEPA policies.

Historic and Cultural Preservation

The City mapping system indicates that the subject property is located within the Meander Line Buffer, which follows the original shorelines of Seattle. Given that the site is close to the original shoreline, there is a possibility that unknown archeological resources could be discovered during excavation.

The applicant submitted a report indicating there are no known cultural resources on this site ("Cultural Resources Assessment For the University Village Building 1 Project, Seattle, Washington" by Northwest Archaeological Associates, Inc., dated September 9, 2008).

Consistent with DPD Director's Rule 2-98 on SEPA Environmental Review and Archaeological Resources, and in order to ensure no adverse impact would occur to an inadvertently discovered archaeological significant resource, DPD conditions the project in accordance with the Director's Rule.

Noise

The site is located in close proximity to many residences, including units in the mixed-use structures on 25th Ave NE and the University of Washington housing nearby. Due to the proximity of neighboring residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential construction related noise impacts.

Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. The hours of construction activity shall be limited, subject to the conditions listed below.

Long-Term/Cumulative Impacts

Long-term or use-related impacts are also anticipated from the proposal. While mitigation features have been incorporated to reduce potential adverse effects, some of these potential adverse effects would be unavoidable. They include: some increased delay at some intersections; decreased air quality and increased noise levels, both principally from increased vehicular traffic; increased energy use at

the project site; increased nighttime illumination and glare; and loss of existing buildings that are proposed for demolition, and existing trees that are proposed for removal. These long-term impacts are not considered significant because the impacts are minor in scope.

The potentially most substantial long-term impacts are on parking and traffic and additional consideration of these is warranted.

Earth

The site includes a liquefaction environmentally critical area. The applicant submitted "Geotechnical Engineering MUP Report, University Village Buildings 1, 2, and 3, Seattle Washington," a report by HartCrowser for University Village, dated July 24, 2008.

Any construction plans, including shoring of excavations as needed and erosion control techniques will receive separate review by DPD geotechnical engineers. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, The Stormwater Code, DR 33-2006, and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized. DPD Geotechnical engineers have reviewed the geotechnical report and found that no additional mitigation is warranted.

Environment

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Height Bulk and Scale

The design review process conducted in conjunction with the proposed development is intended to mitigate the land use impacts for height, bulk and scale. The architecture and urban design features of the proposed structure are described in the aforementioned Design Review portion of this report. Therefore, the department concludes that no adverse impacts exist from the proposal and the proposed development does not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation of impacts disclosed in this section is required.

Parking

The existing parking supply for University Village is a mixture of surface and structured parking with approximately 1,149 surface spaces and 800 garage spaces. Roughly 405 spaces are located on the QFC site, for a total combined parking supply of 2,354 spaces. Recent observations determined that peak parking demand for a typical week occurs on Saturdays between 2:00 and 2:30. Existing parking supply and demand for University Village and QFC are summarized in the following table:

	Peak Parking Demand	Parking Supply	Parking Utilization
University Village	1,661	1,949	85%
QFC	300	405	74%
Total	1,961	2,354	83%

During the peak periods, the majority of available University Village parking spaces are located in the parking garage, while very few spaces are available in the surface lots. This likely reflects the perceived convenience of surface parking spaces compared to garages.

The primary potential supply of off-site parking spaces is the residential and commercial area within walking distance of the northeast QFC driveway at 30th Avenue NE. A parking utilization study of those roadway segments within 800' of the 30th Avenue NE access was conducted during the Saturday peak period. Roadway segments where parking for non-residents is limited to two hours or less – either due to a Residential Parking Zone or general time restrictions – was not included, as short-term parking for shoppers is reasonably available on-site and University Village employees would require parking for longer than two hours. A total supply of 141 on-street spaces were identified, and 87 of these spaces were occupied, for a parking utilization rate of 62%.

The Full Development Alternative would replace approximately 60 percent of the existing surface parking with structured parking and increase the parking supply by 638 net new parking spaces, for a total of 2,587 parking spaces. The observed University Village parking rate of 4.15 spaces per 1,000 square feet was used to estimate future parking demand. The Full Development Alternative would generate a parking demand of approximately 660 additional vehicles, for a total University Village demand of 2,321. With a total parking supply of 2,587 spaces, the University Village parking utilization rate would be approximately 90 percent. The overall parking utilization rate for University Village and QFC combined would be approximately 88 percent.

Information gathered from a survey of existing University Village employers was used to estimate the number of employees parking both on- and off-site. The number of current employees parking off-site during the Saturday peak period is estimated at 61; this is expected to increase by about 24, to 85 employees parking off-site, under Full Development conditions. Given the on-street parking data noted above for the area within likely walking distance of University Village, if all 24 employees parked in this area, the on-street utilization would increase from 62% to 79%. This level of increased on-street utilization would not be considered significant.

The Reduced Development Alternative would replace approximately 37 percent of the existing surface parking with structured parking and increase the parking supply by 275 net new parking spaces, for a total of 2,224 parking spaces. As with the Full Development Alternative, the observed University Village parking rate of 4.15 spaces per 1,000 square feet was used to estimate future parking demand. The Reduced Development Alternative would generate a parking demand of approximately 434 additional vehicles, for a total University Village demand of 2,095. With a total parking supply of 2,224 spaces, the University Village parking utilization rate would be approximately 94 percent. The overall parking utilization rate for University Village and QFC combined would be 91 percent. Under the Reduced Development Alternative, it was estimated that approximately 15 additional employees would park off-site. Given the on-street parking data noted above for the area within likely walking distance of University Village, if all 15 employees parked in this area, the on-street utilization would increase from 62% to 72%. This level of increased on-street utilization would not be considered significant.

The potential cumulative parking impacts of the University Village and QFC developments presented in the University Village EIS indicated the potential for spillover parking impacts from the two developments, particularly under the Reduced Development Alternative. At that time, no parking impact analysis had been provided by the QFC development team. Since then, QFC project parking analysis has indicated that this cumulative demand may be overstated. A more thorough analysis of QFC parking impacts will be provided as part of the QFC EIS, including a cumulative analysis of the parking impacts of both projects considered together.

Plants and Animals

An area of standing water to the south of the site was identified during the review process. The applicant submitted a wetland report ("Critical Areas Report Existing Conditions, University Village Parking Garage, Seattle Washington" by Talasaea Consultants, Inc, dated September 26, 2008). DPD wetland reviewers examined the report and found that the area is not regulated as a wetland by Seattle Municipal Codes. Therefore, no additional conditioning is warranted for these items pursuant to SEPA policies.

Transportation

Transportation impacts of the proposed development are evaluated in the Environmental Impact Statement for the University Village Development (Draft – December 2009; Final – May 2010). This EIS identified and analyzed impacts of the current proposal, identified as the Reduced Development Alternative, as well as a Full Development and a No-Build Alternative. For each build alternative, impacts were analyzed under two background scenarios: one with expansion of the adjacent QFC and one with no expansion.

Trip Generation: A trip generation rate for the existing shopping center was determined by collecting PM peak hour traffic counts at each of the eight driveways on the University Village and QFC sites. Since these counts also include QFC shoppers, trips generated by QFC were subtracted from the total driveway volumes to obtain the number of trips currently generated by University Village. The existing number of trips generated by the QFC property was estimated based on average rates for supermarkets provided in the Institute of Transportation Engineers' (ITE) *Trip Generation (8th Edition)*. Assuming that this QFC generates an average number of trips may be conservative; to the extent that this supermarket has higher-than-average traffic volumes; the actual number of University Village trips would be less than estimated by this method.

Using this method, the current trip generation rate for the existing University Village development was determined to be 5.69 trips per 1,000 square feet during the weekday PM peak hour and 6.06 trips per 1,000 square feet during the Saturday peak hour. A comparison of these rates to those derived from ITE's equations for shopping center trip generation indicates that the University Village-specific rates exceed those from ITE by about 42 percent during the weekday PM peak hour and by about 15 percent during the Saturday peak hour. Estimates of future traffic for the Full Development Alternative were based on the proposed total square footage (558,800 square feet), using ITE equations to forecast total peak hour volumes; these volumes were then increased by 42 percent (for weekday PM peak hour volumes) and 15 percent (for Saturday peak hour volumes) to reflect the higher volumes of University Village traffic relative to ITE shopping center rates. Project-related traffic volumes were calculated by subtracting existing University Village traffic from the total future volumes, resulting in an estimated additional 574 PM peak hour trips and 593 Saturday peak hour trips from the Full Development Alternative.

These volumes reflect likely traffic into and out of site driveways (including QFC driveways). To account for trips already on the roadway system and passing by the site, "pass-by" trips were estimated and removed from the driveway volumes. The remaining project trips were 408 during the PM peak hour and 381 during the Saturday peak hour; these volumes were distributed to the roadway network, as described below.

The methodology for estimating future trips associated with the Reduced Development Alternative was identical to the procedures for forecasting traffic volumes for the Full Development Alternative, using the anticipated total square footage for this Alternative (505,000 square feet). Total new trips generated by the Reduced Development Alternative would be 387 during the PM peak hour and 400 during the Saturday peak hour. After removing "pass-by" trips, the PM peak hour trips assigned to the roadway network were 275 and the Saturday peak hour trips were 256. The weekday PM peak hour was selected as the time period during which project impacts are likely to be greatest, as project traffic volumes are relatively similar during the weekday PM peak hour and the Saturday peak hour and it is expected that background traffic volumes are noticeably higher during the weekday afternoon peak hour.

Trip Distribution and Assignment: The distribution of new project-related weekday PM peak hour trips was based on customer surveys conducted in June 2008 during the weekday peak period. The resulting distribution was used to assign trips for both the Full Development and Reduced Development alternatives. Trips were assigned to individual driveways (on both the University Village and QFC sites) based on the existing distribution at the driveways. A full depiction of the traffic assignment for both alternatives is presented in the Draft Environmental Impact Study for the project, in Figures 3.1-7, 3.1-8a, 3.1-8b, 3.1-12a, and 3.1-12b.

Traffic Volume Impacts: Traffic volume impacts were evaluated over a large study area, extending to the intersection of NE 45th St/Union Bay Pl NE/NE 45th Pl/Mary Gates Memorial Dr NE (Five Corners) on the east, the NE 45th St/I-5 interchange on the west, the 25th Ave NE/NE 55th St intersection on the north, and the Montlake Blvd NE/S.R. 520 interchange on the south. A total of 13 off-site intersections were analyzed, as well as the eight driveways serving the University Village and QFC sites.

Project impacts were assessed relative to expected conditions without the project, as reflected by the No Build Alternative. To establish these conditions, traffic counts were conducted within the study area, and projected to 2015, the year of expected opening. This projection included both annual background traffic growth (a 0.7 percent increase per year), and traffic volumes expected to be generated by specific projects in the vicinity of University Village. These projects have received development permits but had not been constructed at the time of the University Village traffic analysis; therefore, they are a source of additional future trips. These projects include Phase 1 of the Children's Hospital Major Institution Master Plan, Merrill Gardens, Talaris, and development at Magnuson Park. The background traffic volumes plus the traffic generated by these planned developments form the basis of the 2015 No Build traffic volumes. (These background traffic volumes do not include potential traffic volumes from the proposed expansion of the QFC immediately east of University Village; the cumulative impacts of this project and the University Village expansion are described in a separate section below.)

Level of Service: A standard benchmark of traffic impacts is the extent to which additional traffic volumes cause increased delays at intersections in the vicinity of a proposed project. The average delay at an intersection is used to assign a Level of Service (from A: least delay to F: greatest delay) to an intersection. In general, intersections operating at LOS D or better are considered acceptable in the City of Seattle. Most of the intersections analyzed in the University Village EIS operate at LOS D or better during the PM peak hour. The following intersections were forecast to operate at LOS E or F during the PM peak hour in one or more of the alternatives:

	No Build Alternative	Full Development Alternative	Reduced Development Alternative
NE 45th St/Union Bay Pl (Five Corners)	F	F	F
NE 45th St/Montlake Blvd NE	E	E	E
NE 45th St/7th Av NE (I-5 NB ramps)	D	E	E
Montlake Blvd/SR 520 EB ramps	D	E	E
25th Ave NE/NE 49th St (U Village northwest driveway)	E	F	E
25th Ave NE/southwest driveway	D	E	E

Three intersections are projected to operate at LOS E or F in the No Build Alternative; these intersections will operate at the same levels of service under both the Full Development and the Reduced Development Alternatives, except that the University Village northwest driveway will degrade from LOS E to LOS F in the Full Development scenario. Three intersections projected to operate at LOS D in the No Build Alternative will degrade to LOS E in both the Full Development and the Reduced Development Alternatives.

Corridor Performance: In addition to level of service analyses, the University Village EIS provided travel time and speed forecasts for three corridors near the shopping center. Such corridor analysis provides additional information on key access routes to and from University Village. The three key corridors within the study area are Montlake Blvd, NE 45th Street, and 25th Avenue NE. PM peak hour average travel times and speeds along these corridors were estimated for the 2015 No Build, Full Development and Reduced Development alternatives.

Travel times and speeds generally are consistent across the three alternatives. Times and speeds did not change on either direction of the Montlake Blvd corridor or the 25th Ave NE corridor among the alternatives. Eastbound travel on the NE 45th Street corridor would slow slightly with either the Full Development or Reduced Development alternative compared to the No Build Alternative (an average travel time increase of 1 minute, from 10 to 11 minutes, and an average speed reduction from 9 MPH to 8 MPH). In the westbound direction of the NE 45th Street corridor, travel speeds with the Full Development Alternative would be slightly slower (9 MPH vs. 10 MPH) than speeds with either the No Build or Reduced Development alternative. Travel times in this direction did not change across the three alternatives.

NE 45th Street/QFC driveway intersection: Eastbound left-turns at this intersection are of particular importance, as queuing for this turning movement has the potential to back up and through the NE 45th Street/Montlake Blvd intersection, located approximately 300 feet west of the driveway. As noted in Table 3.1-9 of the FEIS, the 95th percentile queue for this turning movement is projected to be 300 feet

in the No Build Alternative. (This indicates that queues forming at this location under No Build conditions would be 300 feet or less 95 percent of the time.) The 95th percentile queue under the Full Development Alternative is projected to be 340 feet, and as noted in FEIS Table 3.1-12, the 95th percentile queue under the Reduced Development alternative would be approximately 335 feet. The additional queuing attributable to either full or reduced development warrants mitigation, which is discussed below.

Cumulative Traffic Volume Impacts with QFC: As noted above, the alternatives analyzed in the University Village EIS include forecast traffic volumes from other specific projects, such as the first phase of the Children's Hospital expansion. The analysis of University Village impacts described above did not include traffic from the proposed project on the QFC site immediately to the east of University Village. Due to the substantial size and proximity of this project, the University Village EIS analyzed University Village transportation impacts both with and without the proposed QFC project. This section presents analysis results assuming both the University Village expansion (as reflected in the Full and Reduced Development alternatives) and the QFC project.

The QFC development team indicated that the QFC expansion would include 375 apartments units, a 37,000 square foot expansion to the existing supermarket, and 8,800 square feet of additional retail space. This is similar to but slightly larger than the project description provided by QFC for the early design guidance phase of their Master Use Permit application. Build-out of this project is expected in the same general time frame as the University Village project. Weekday PM peak hour trip generation for the proposed QFC development was provided by Transportation Engineering NorthWest. As shown in Table 3.1-16 of the University Village DEIS, the QFC project is forecast to generate approximately 529 PM peak hour trips, 123 of which would be "pass-by" trips and 406 of which would be new trips to the surrounding roadway network. In total, the University Village Full Development Alternative and the QFC project would generate 1,103 PM peak hour trips, including 288 "pass-by" trips and 815 primary trips. With the Reduced Development Alternative, the two projects would generate 916 PM peak hour trips (234 "pass-by" and 682 primary). As with the forecast University Village traffic, new trips from the QFC project were distributed and assigned to the roadway network based on the 2008 customer surveys mentioned above and existing trip distributions at the University Village/QFC driveways.

PM peak hour levels of services were calculated at the study area intersections with QFC project traffic added to traffic volumes forecast for both the University Village Full and Reduced Development alternatives. These are shown in the following table

	No Build Alternative	QFC + Full Development Alternative	QFC + Reduced Development Alternative
NE 45th St/Union Bay Pl (Five Corners)	F	F	F
NE 45th St/Montlake Blvd NE	E	F*	E
NE 45th St/7th Av NE (I-5 NB ramps)	D	E	E
Montlake Blvd/SR 520 EB ramps	D	E	E
25th Ave NE/NE 49th St (U Village northwest driveway)	E	F	F*
25th Ave NE/southwest driveway	D	E	E

With two exceptions, cumulative traffic volumes from the two projects do not result in degradations of levels of service beyond those that would occur with University Village project traffic on its own. The exceptions, noted in the table above, are at the intersection of NE 45th Street/Montlake Blvd NE and at the northwest University Village driveway at 25th Avenue NE. Under the University Village Full Development alternative (assuming no QFC project), the NE 45th Street/Montlake Blvd NE intersection is forecast to operate at LOS E during the PM peak hour. With QFC project traffic added to this alternative, the intersection is projected to drop to LOS F. (Under the Reduced Development alternative, this intersection is forecast to operate at LOS E with or without the QFC project.) In the Reduced Development alternative, the University Village northwest driveway on 25th Avenue NE is forecast to drop to LOS F with the QFC project; without the QFC project, this driveway is projected to operate at LOS E. (Under the Full Development alternative, this driveway is projected to operate at LOS F with or without the QFC project.)

Cumulative effects of the University Village and QFC projects also impact travel times and speeds along some of the corridors described above. In the Full Development Alternative, northbound travel times on the Montlake Blvd corridor increase by 1 minute (from 8 to 9 minutes) compared to both the No Build Alternative and the Full Development Alternative without QFC. Average speeds on this corridor do not change, nor do southbound travel times or speeds. On the NE 45th Street corridor, the eastbound travel time increases by two minutes over the No Build travel time (12 minutes vs. 10 minutes), and by one minute over the travel time in the Full Development Alternative without QFC. Travel speeds also are affected, with the average eastbound speed of 7 MPH being two MPH slower than the No Build speed and one MPH slower than the Full Development Alternative without QFC. In the westbound direction on NE 45th Street, average travel times would increase by one minute over the No Build and Full Development without QFC travel times, and travel speeds would be one MPH slower than No Build speeds. Along the 25th Avenue NE corridor, the only change would be to average travel speeds in the northbound direction, which would be one MPH slower than northbound speeds in both the No Build Alternative and the Full Development without QFC. Table 3.1-8 in the Final EIS provides greater detail.

In the Reduced Development Alternative, impacts in general are similar to those described above for the Full Development Alternative. In the Montlake Blvd NE corridor, travel times and speeds in the southbound direction with QFC are the same as the Reduced Development Alternative without QFC, as well as the same as in the No Build Alternative. In the northbound direction, the average travel time increases by one minute relative to the average travel time in both the No Build Alternative and the Reduced Development Alternative without QFC. On the NE 45th Street corridor, the eastbound travel time increases by two minutes over the No Build travel time (12 minutes vs. 10 minutes), and by one minute over the travel time in the Reduced Development Alternative without QFC. Travel speeds also are affected, with the average eastbound speed of 7 MPH being two MPH slower than the No Build speed and one MPH slower than the Reduced Development Alternative without QFC. In the westbound direction, average travel times do not change, but the average travel speed in the Reduced Development Alternative with QFC is one MPH slower than the average travel speed in either the No Build Alternative or the Reduced Development Alternative without QFC. In both directions on the 25th Avenue NE corridor, travel speeds and times are the same in the Reduced Development Alternative with and without QFC, and also the same as speeds and times in the No Build Alternative. Table 3.1-11 in the Final EIS provides greater detail.

The cumulative impacts of the two projects also were analyzed through comparisons of the 95th percentile queue for eastbound left-turns at the QFC driveway on NE 45th Street, as described above.

The addition of QFC project traffic is anticipated to slightly shorten the queue at this location (from 340' to 330' under the Full Development Alternative, and from 335' to 320' under the Reduced Development Alternative). The queues are shorter with the traffic from the QFC development because increased congestion at the NE 45th Street/Montlake Blvd intersection allows fewer vehicles per signal cycle to reach the eastbound left-turn lane at the QFC driveway.

Significant Transportation Impacts: Both the Full and Reduced Development alternatives are anticipated to have significant transportation impacts on the surrounding street network. These impacts are expected to be greatest along the NE 45th Street corridor from the intersection with Montlake Blvd to Five Corners. Additional significant impacts are expected under the Full Development Alternative at the NE 45th Street/7th Avenue NE intersection (I-5 northbound ramps), and the interchange of S.R. 520 and Montlake Blvd. Other corridors and signalized intersections are expected to operate at acceptable levels with additional traffic from either alternative.

Significant transportation impacts assuming the proposed QFC development would result in similar impacts to those described above under both the Full and Reduced Development Alternatives. The NE 45th Street corridor from Montlake to Five Corners would continue to experience the greatest impacts. Additional delay at Five Corners would be significantly greater if the Full Development Alternative occurs in conjunction with the QFC project, than if either the Full Development Alternative occurs by itself or the Reduced Development Alternative is built (either with or without the QFC project). Cumulative impacts with the QFC project are expected to result in significant impacts at NE 45th Street/7th Avenue NE and at S.R. 520/Montlake Blvd under both the Full and Reduced Development alternatives. Other corridors and signalized intersections are expected to operate at acceptable levels with QFC traffic added to traffic from either alternative.

Queuing at the eastbound left-turn on NE 45th Street into the QFC site is expected to increase under all future development scenarios. Queuing is slightly greater under the Full Development Alternative than under the Reduced Development Alternative and, as noted above, the addition of traffic from the QFC project slightly shortens the queue, as less traffic can move through the NE 45th Street/Montlake Blvd intersection to enter the queue. Given that the 95 percentile queue under the No Build Alternative is expected to extend approximately 300', effectively filling the queue storage space, any increase to this queue length is expected to have significant impacts requiring mitigation.

No significant transportation impacts are expected to transit or to non-motorized modes of travel under either the Full or Reduced Development alternative, with or without the QFC project.

Mitigation:

The following improvements or contributions are required to mitigate expected project transportation impacts:

1) Updated TMP for on-site employees.

2) Pro-rata contribution to UATAS capital projects: The University Area Transportation Action Strategy (UATAS), developed by the Seattle Department of Transportation, provides a comprehensive, multi-modal plan for the area's transportation system, and is intended to serve as a blueprint for financing and prioritizing SDOT's capital investments in the University Area for the next several decades. Traffic from the University Village expansion is expected to

impact some of the locations where these capital investments are planned. To mitigate these impacts, the project is required to help fund proximate capital projects identified in the UATAS on a pro-rata basis. The total amount of this pro-rata contribution is $519,700. This pro-rata contribution is required to be paid proportionately for each building in the project, prior to the issuance of the building permit for that building, as follows:

South Building:	$306,623 (based on 66,000 sf)*
Gateway Building:	$124,728 (based on 25,400 sf)*
Village Center:	$88,349 (based on 20,000 sf)*

* Sf is based upon gross conditioned interior building area.

In lieu of making all or a portion of any such payment for one or more of these buildings, the applicant may contribute funds directly to the construction (by the City or another party) of, or privately undertake construction of, one or more of the following UATAS projects (or a portion thereof as approved by the Department in consultation with SDOT):

Project	Description
Project #5	Burke Gilman Trail/25th Ave NE crossing
Project #31	NE 50th Street/30th Avenue to 35th Avenue
Project #21	36th Avenue NE/Burke Gilman Trail
Project #32	Montlake Blvd/NE 45th Street Corridors
Project F	Burke Gilman at multiple road crossings

If construction of any of the above projects is determined to be inappropriate when mitigation payment is required (e.g, because the project has been constructed, or has been removed from UATAS), a functionally-equivalent UATAS project will be substituted as approved by the Department (in consultation with SDOT).

Any funds so contributed by applicant, or expended by applicant in connection with the construction of such projects, shall be applied as a dollar-for-dollar credit in reduction of the cash payment amounts due above. If such credit exceeds the cash payment amount due for the particular building in the project to which it applies, then any such surplus credit shall be applied to a subsequently-developed building in the project (if any).

3) Directional signage to divert north/eastbound traffic to 25th Avenue entrances: Additional mitigation is needed to prevent substantial increases in eastbound left-turn queuing at the NE 45th St/QFC driveway. To this end, directional signage will be required to divert demand away from this movement. Signage would be located such that northbound traffic on Montlake Blvd would be routed to 25th Avenue NE, avoiding both the intersection of Montlake Blvd/NE 45th Street and the NE 45th Street/QFC driveway. Eastbound traffic on NE 45th Street would be routed to 25th Avenue NE through a series of right-turns; this traffic also would avoid passing through the Montlake Blvd/NE 45th Street intersection and the NE 45th Street/QFC driveway. The exact location of the signage will be determined by the Seattle Department of Transportation.

   Analysis of the potential effects of this mitigation in the University Village FEIS indicates that if 30 percent of the University Village trips that otherwise would turn left at the NE 45th Street/QFC driveway were diverted to driveways on 25th Avenue NE, about 63 PM peak hour trips would be removed from this movement under the Full Development Alternative.

Assuming traffic from the QFC project, the 95th percentile left-turn queue would drop from about 328 feet to about 313 feet, or roughly one car length. (Similar results, albeit from a lower base, would be expected for University Village traffic without QFC traffic, and slightly smaller results likely would occur under the Reduced Development Alternative.)

Although the exact percentage shift of University Village vehicles that would occur with the directional signage is unknown, it is expected that this signage, combined with the increasing delays expected at the Montlake Blvd/NE 45th Street intersection and the QFC driveway, will inform drivers of other site access options and will encourage them to use these options. The results of the potential 30 percent shift described above are illustrative, but likely represent a realistic estimate of the potential shift that could result with this mitigation measure. Directional signage of the sort described therefore will be required prior to issuance of a Building Permit for the University Village expansion, subject to approval by SDOT.

DECISION - SEPA

This decision was made after review of the **University Village Development FEIS** as well as other information on file with the department. This action constitutes the lead agency's final decision and has been signed by the responsible official on behalf of the lead agency. Pursuant to state and local environmental regulations, alternatives to the proposed action meeting the Applicant's objectives were considered. All information relied on by the Department and responsible official concerning the proposal and the alternatives is and has been available to the public. The Department of Planning and Development finds that the proposed development, including mitigation measures proposed by the Applicant or imposed as conditions of the Master Use Permit would be reasonably compatible with existing land uses and the City's land use and environmental policies, and should be conditionally approved.

The proposed action is **APPROVED WITH CONDITIONS.**

CONDITIONS OF APPROVAL – DESIGN REVIEW

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting, the Master Use Plan sets, and the drawings provided by the applicant. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

2. The applicant shall provide a landscape certificate from Director's Rule 6-2009, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Shelley Bolser (206) 733-9067 or shelley.bolser@seattle.gov).

CONDITIONS OF APPROVAL - SEPA

Prior to Issuance of Building Permit

3. A Construction Transportation Management Plan shall be developed and submitted to DPD and SDOT for review and approval. The specific elements of this plan will include the following:
    a. Document the expected extent of street, bicycle lane, and sidewalk or pedestrian path closures during construction, limiting them as much as possible;
    b. Identify construction haul routes;
    c. Limit truck trips to and from the site to avoid the peak hours of adjacent street traffic, specifically 6 – 9 AM and 4 – 7 PM on weekdays;
    d. Document any proposed bus stop relocations;
    e. Indicate likely locations of construction worker parking.

4. Updated TMP for on-site employees.

5. Pro-rata contribution to UATAS capital projects. The total amount of the pro-rata contribution is $519,700. This contribution is required to be paid proportionately for each building in the project, prior to issuance of the building permit for that building, as follows:

South Building:	$306,623
Gateway Building:	$124,728
Village Center:	$88,349

    In lieu of making all or a portion of any such payment for one or more of these buildings, the applicant may contribute funds directly to the construction of, or privately undertake construction of, one or more of the UATAS projects (or a portion thereof) identified in the mitigation section of the Transportation Analysis, above. If construction of any of these projects is determined to be inappropriate when mitigation payment is required, a functionally-equivalent UATAS project will be substituted as approved by the Department (in consultation with SDOT). Any funds so contributed by the applicant, or expended by the applicant in connection with the construction of such projects, shall be applied as a dollar-for-dollar credit in reduction of the cash payment amounts due above. If such credit exceeds the cash payment amount due for a particular building, such surplus credit shall be applied to a subsequently-developed building in the project (if any).

6. Directional signage shall be provided to divert north/eastbound traffic to 25th Avenue NE entrances. Directional signage will be located such that northbound traffic on Montlake Blvd will be routed to 25th Avenue NE; eastbound traffic on NE 45th Street also will be routed to 25th Avenue NE through a series of right-turns. The precise location of the signage will be determined by the Seattle Department of Transportation.

During Construction

7. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is

completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

8. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

   a. Stop work immediately and notify DPD (Shelley Bolser 206-733-9067 or Shelley.bolser@seattle.gov) and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

   b. Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Signature: (signature on file) Date: July 18, 2011
Shelley Bolser, AICP, LEED AP,
Senior Land Use Planner
Department of Planning and Development

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